

Rice Street Week

County of Kaua'i



Rice Street Week Activities



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Rice Street Week

What is Rice Street today?

- A thoroughfare
- A place to do business
- A place to shop and dine
- A place to explore history
- A place for community celebrations
- A place to live

What could Rice Street be tomorrow?

- A destination
- A place to live, work and play for all ages
- A place to connect with other people
- Lihue's "Main Street"
- A vibrant commercial, residential, civic and cultural center

“Main Street” Characteristics



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“Main Street” Characteristics



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Rice Street Week

“Main Street” Characteristics



Rice Street Week

“Main Street” Characteristics



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How do we get there?



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What are some Rice Street challenges?

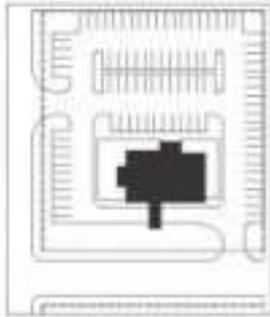
- Shared parking/through lanes
- Shared through/left turn lanes
- Traffic speeds
- Not comfortable for walking
- Not comfortable for bicycling

Rice Street Goals

- Support mixed use and revitalization
- Be Līhu‘e’s “Main Street”
- Be functional with mid-block driveways
- Support bicycle connectivity
- Slow traffic speeds but maintain traffic flow
- Enhance walkability
- Provide on-street parking where needed
- Consider parades and festivals

Support mixed use and vitalization

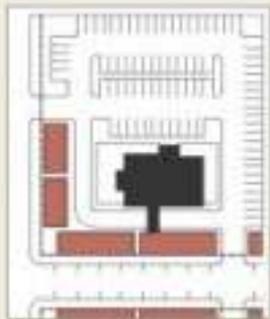
BEFORE



Existing Suburban Restaurant Pad



AFTER



Proposed Liners



Support mixed use and vitalization



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Support mixed use and vitalization



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Support mixed use and vitalization



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Līhu'e Bicycle Network



- Proposed Bike Lane
- Proposed Path
- Proposed Shared Roadway
- Proposed Bike Boulevard

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Consider parades



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Four Areas of Rice Street

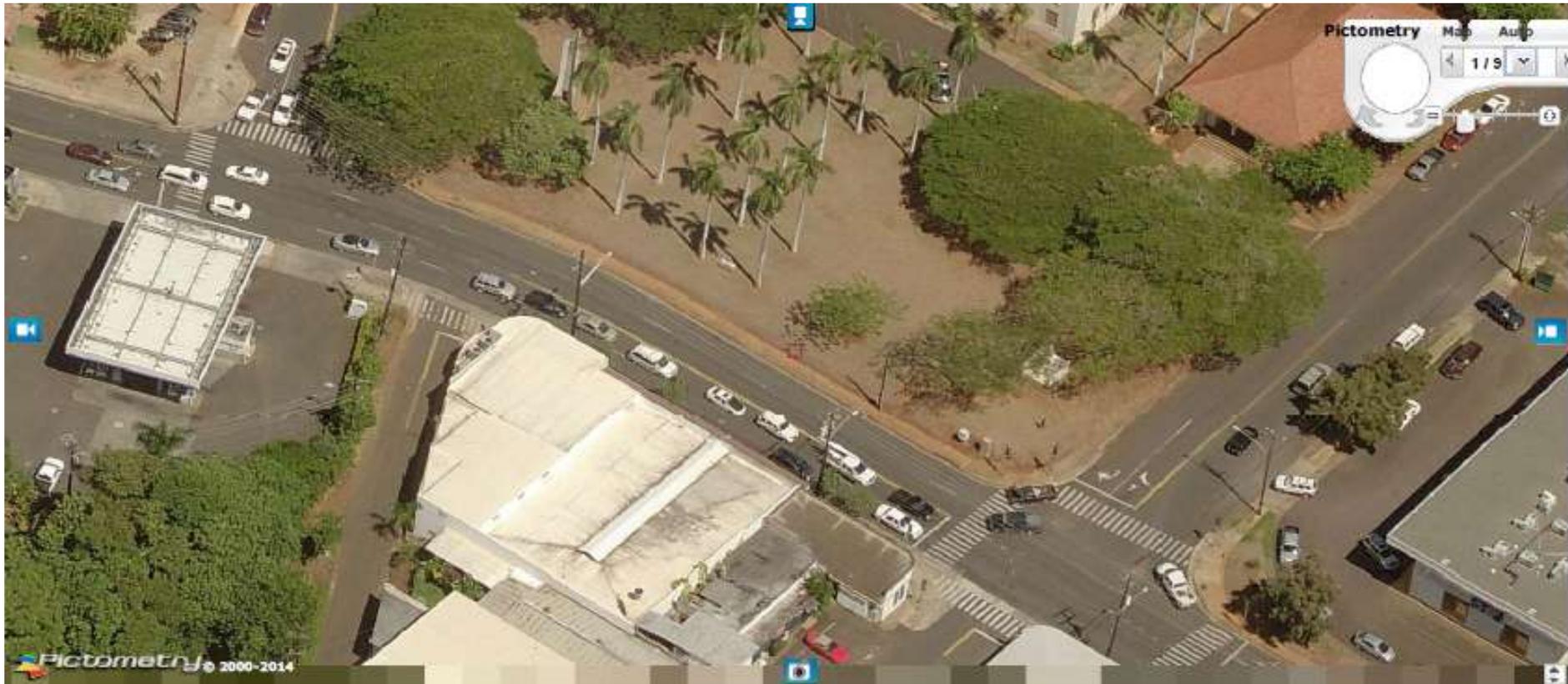
1. Highway to Eiwa Street



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Four Areas of Rice Street

2. Eiwa to Umi Street



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Four Areas of Rice Street

3. Umi to Hardy Street



Rice Street Week

Four Areas of Rice Street

3. Umi to Hardy Street



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Four Areas of Rice Street

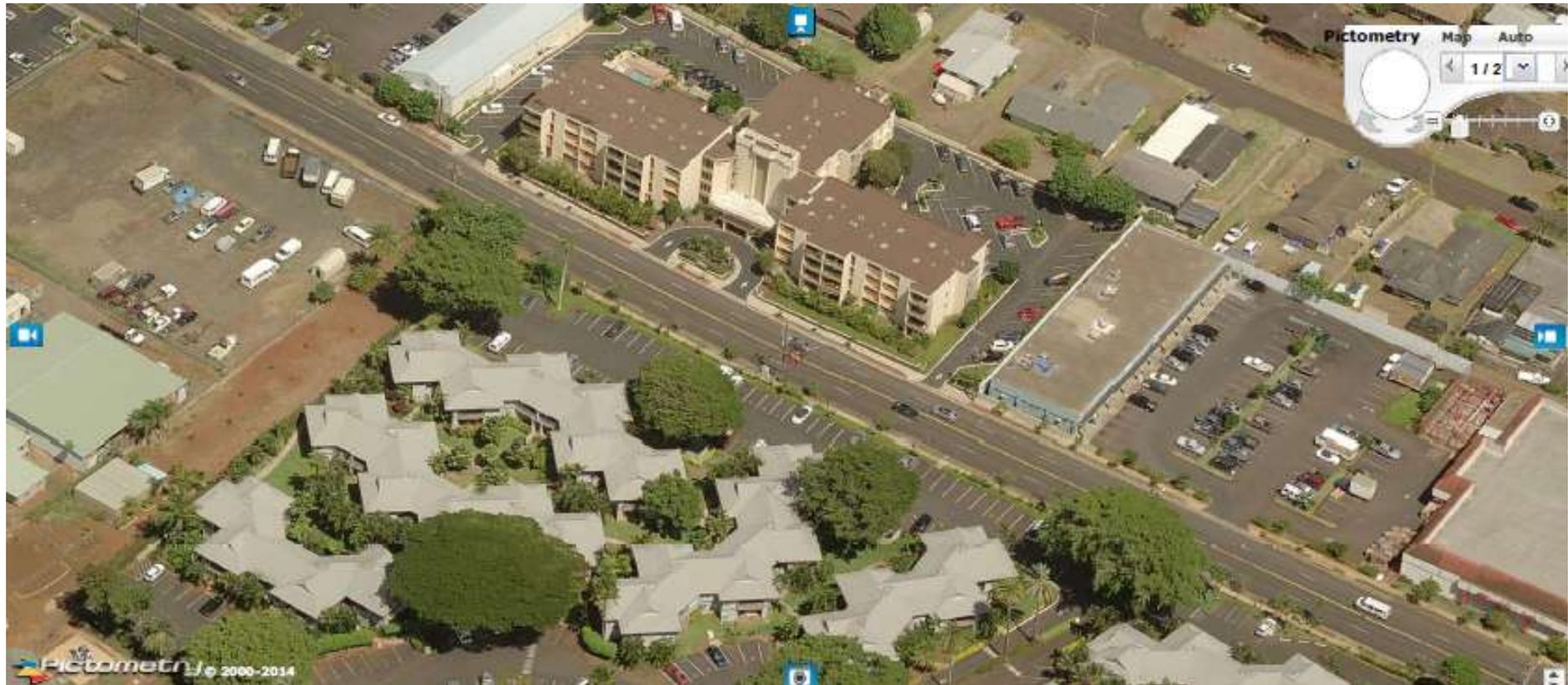
4. Hardy to Hoolako Street



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Four Areas of Rice Street

4. Hardy to Hoolako Street



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Four Areas of Rice Street

4. Hardy to Hoolako Street



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Rice Street Concept

1. Highway to Eiwa Street



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Rice St. at Eiwa St.

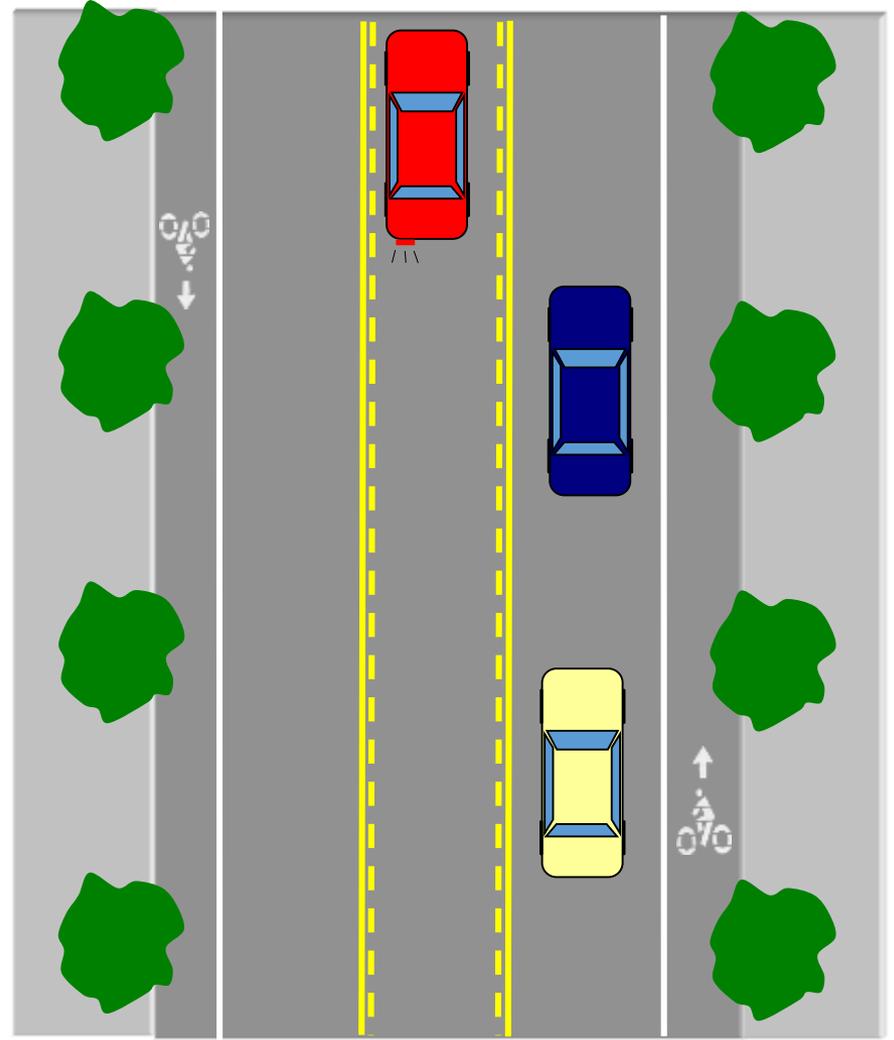
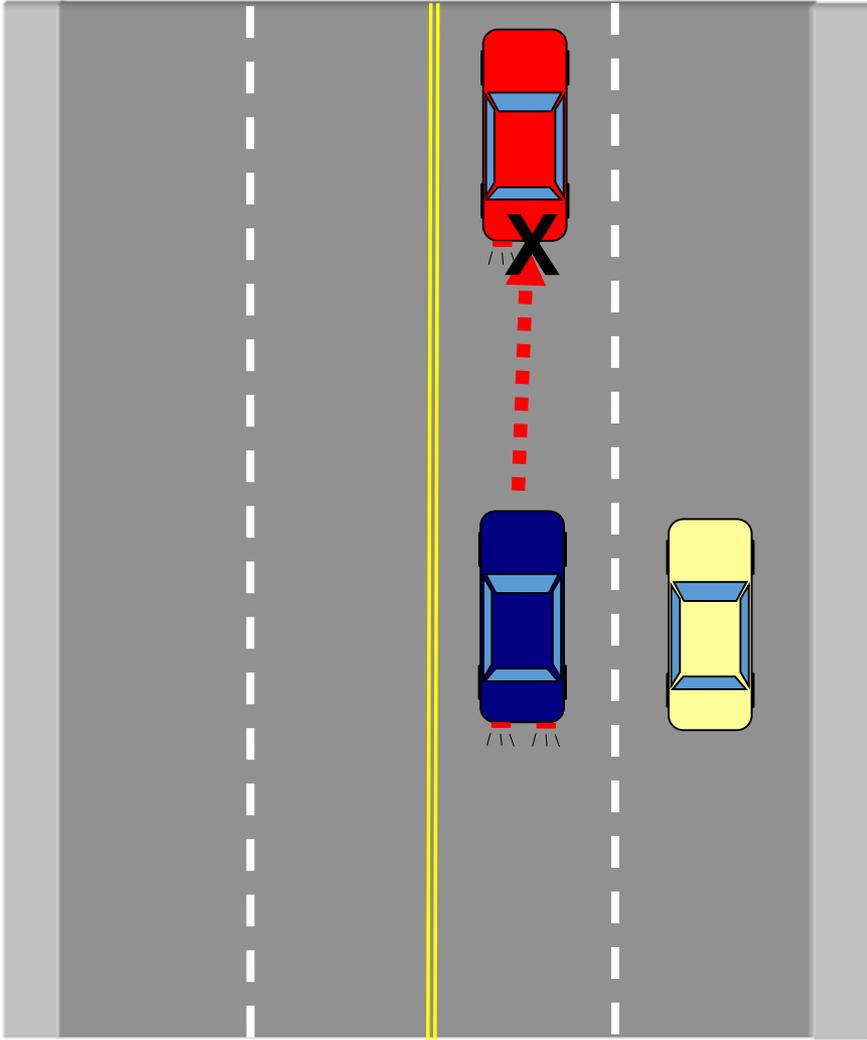


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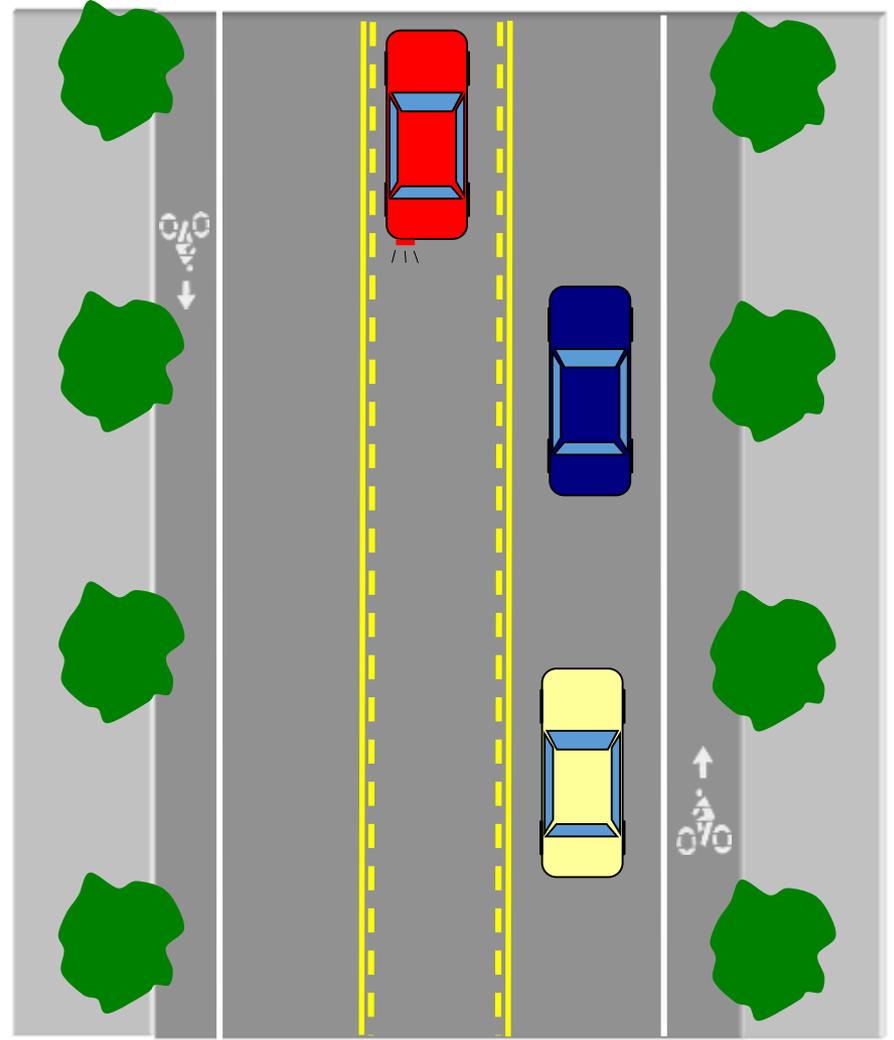
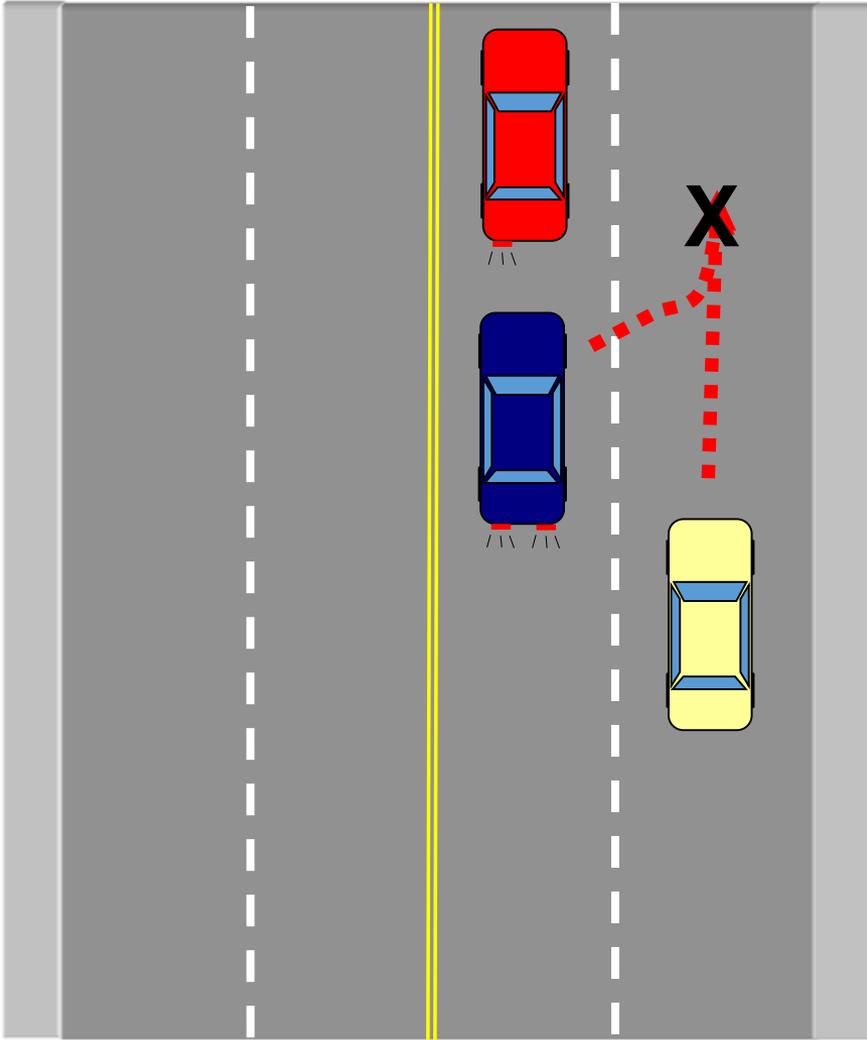
Benefits of 4-lane to 3-lane conversions

- Reduced crashes (29% reduction)
- Reduced speeding
- Provides space for other features (e.g. turn lanes or raised medians, bike lanes or parking)
- Many benefits for pedestrians:
 - Reduce crossing distance
 - Eliminate or reduce “multiple threat” crash types
 - Install crossing island to cross in 2 simple steps
 - Buffer sidewalk from travel lanes (parking or bike lane)

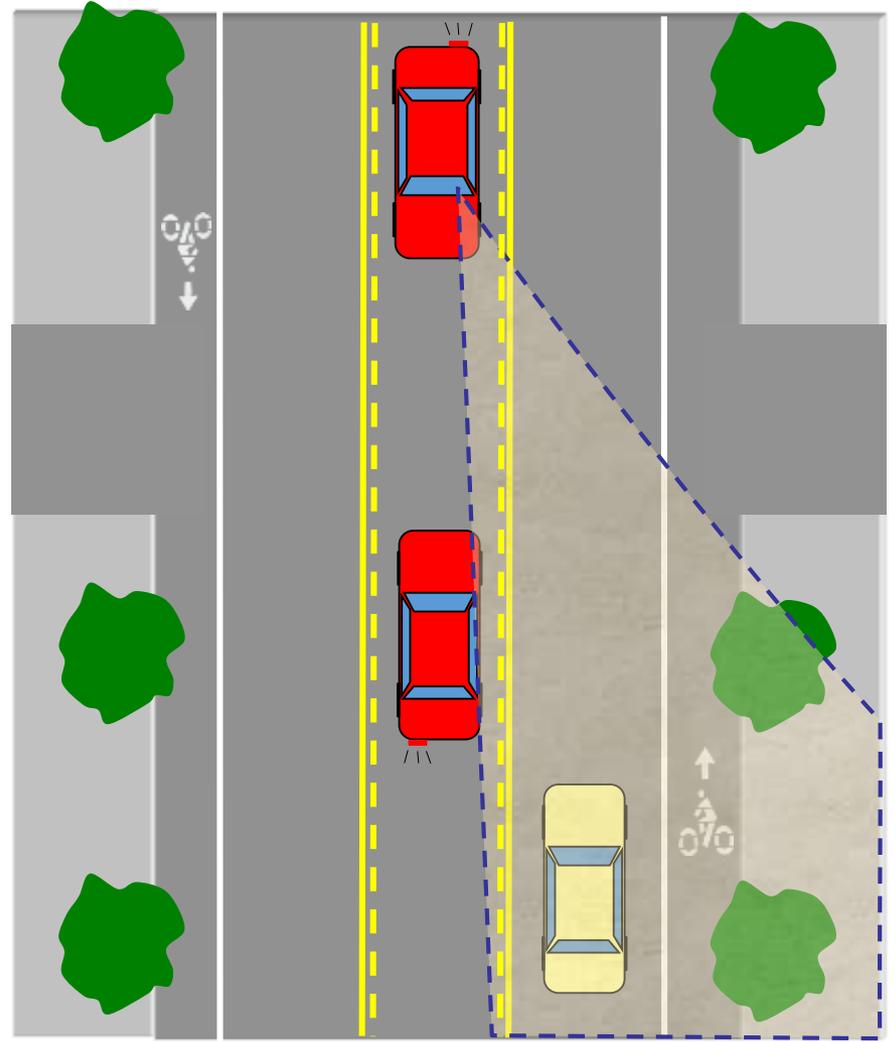
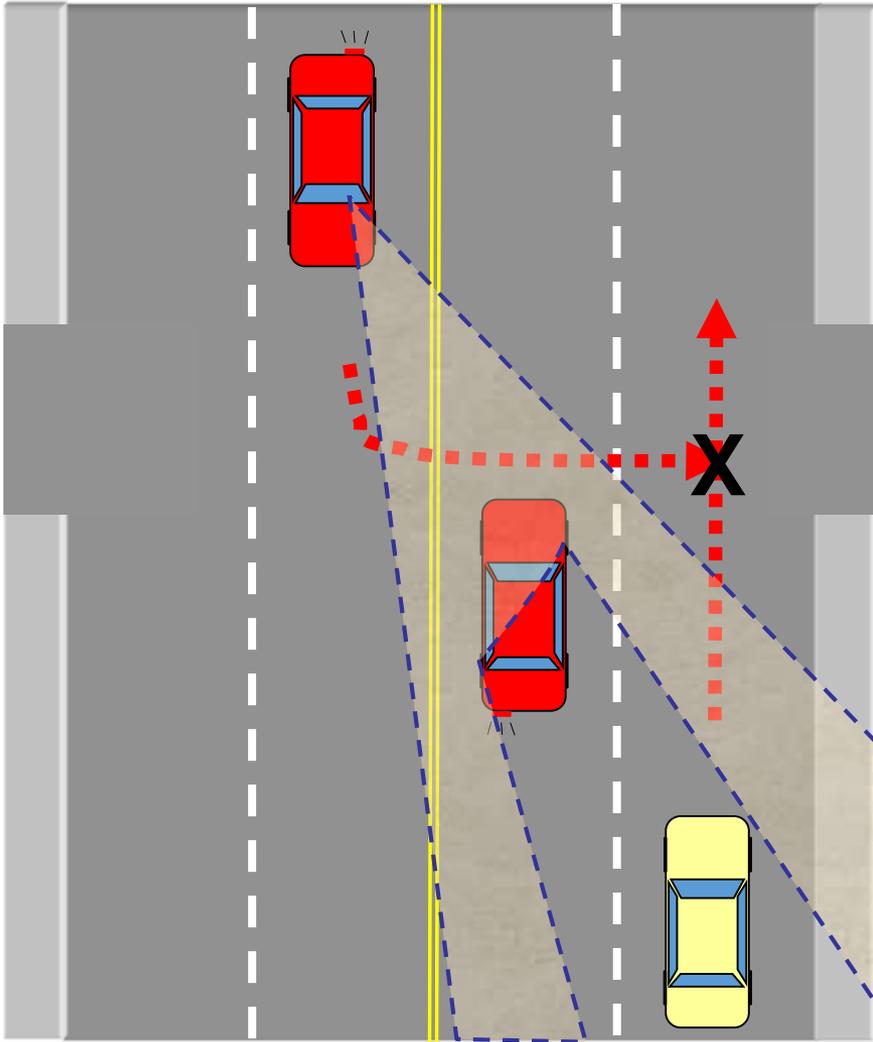
3 crash types (for vehicles) can be reduced by going from 4 to 3 lanes: 1 – rear enders



3 crash types (for vehicles) can be reduced by going from 4 to 3 lanes: 2 – side swipes



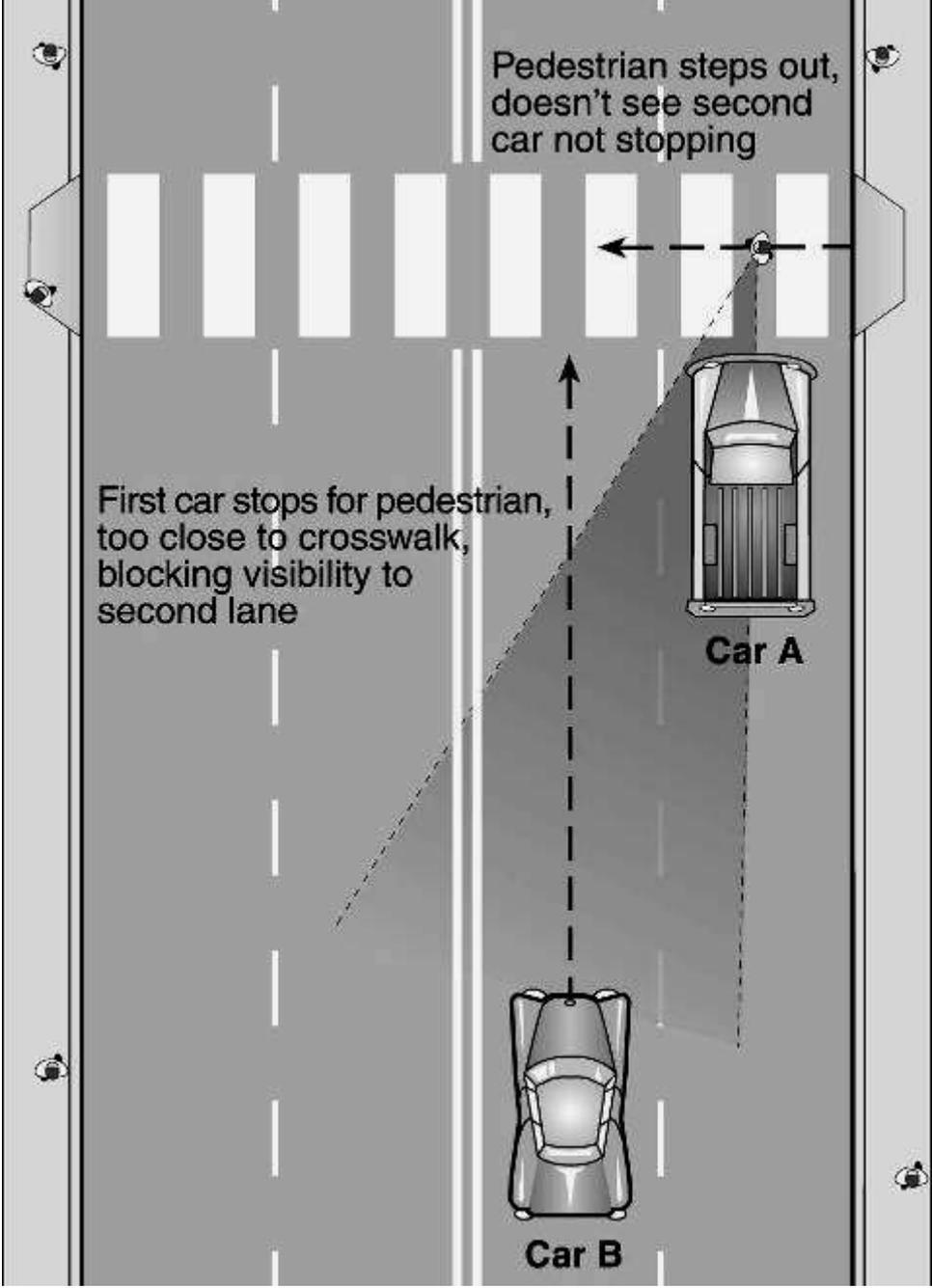
3 crash types (for vehicles) can be reduced by going from 4 to 3 lanes: 3 – left turn/broadside



Multiple Threat Crash Problem

1st car stops to let pedestrian cross, blocking sight lines

2nd car doesn't stop, hits pedestrian at high speed

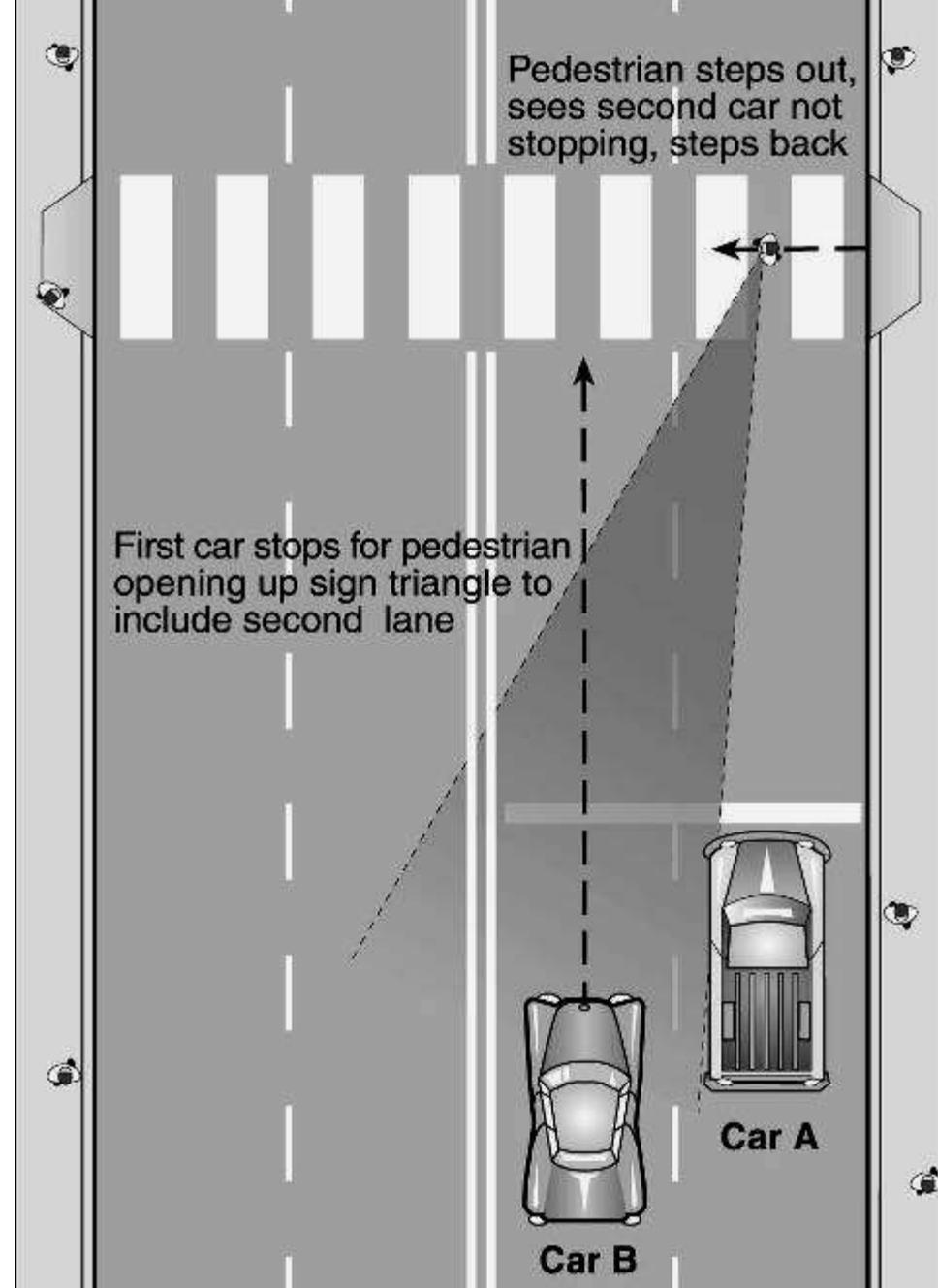


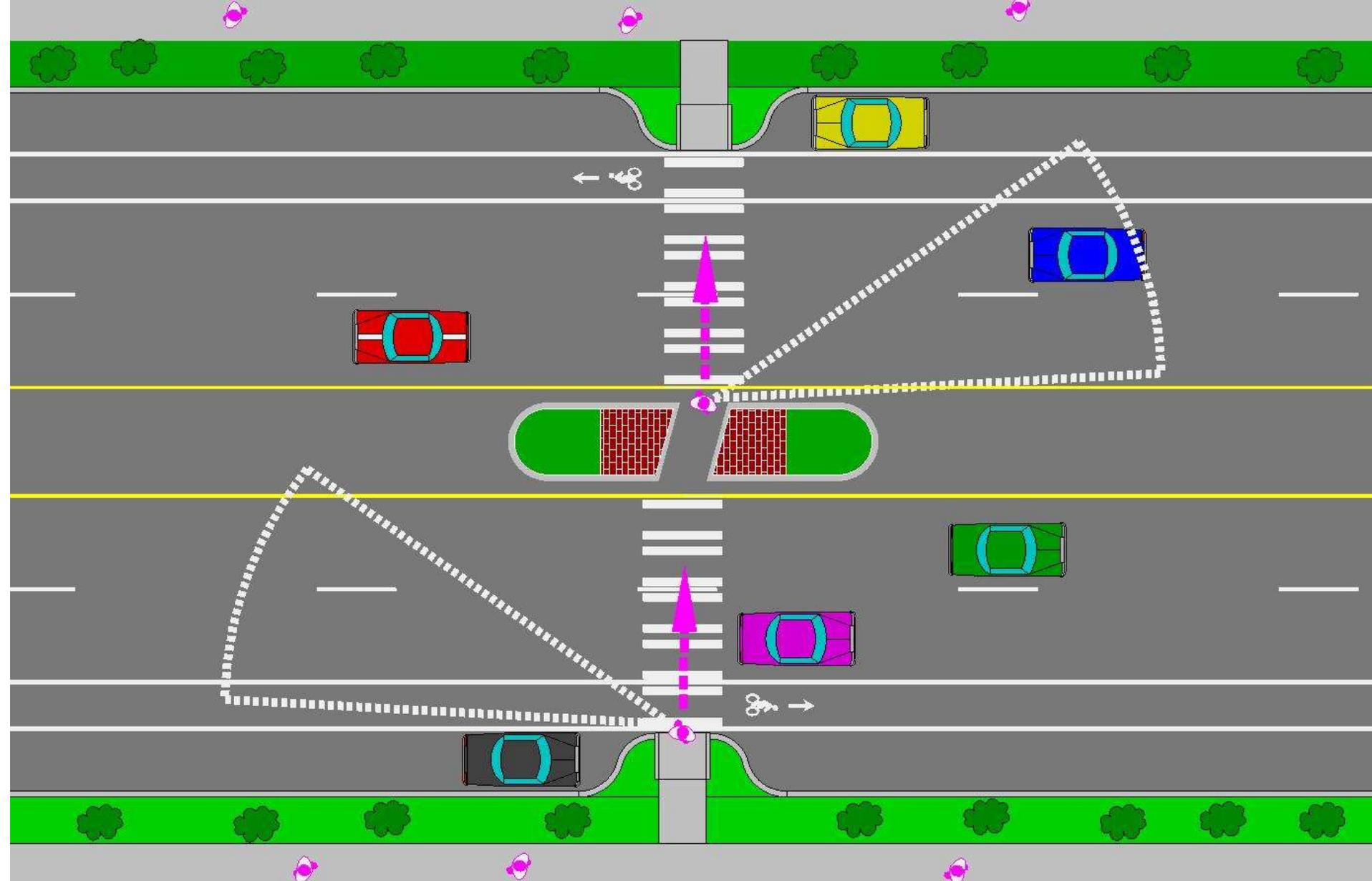
Multiple Threat Crash Solution

Advance stop line:

1st car stops further back, opening up sight lines

2nd car can be seen by pedestrian





Raised median breaks long complex crossing into two simpler crossings

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2. Eiwa to Umi Street



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Rice Street at Historic County Building



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3. Umi to Hardy Street



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3. Umi to Hardy Street (continued)



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Rice St. at Rice Shopping Center



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Rice St. between Kress and Hardy



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Curb extensions

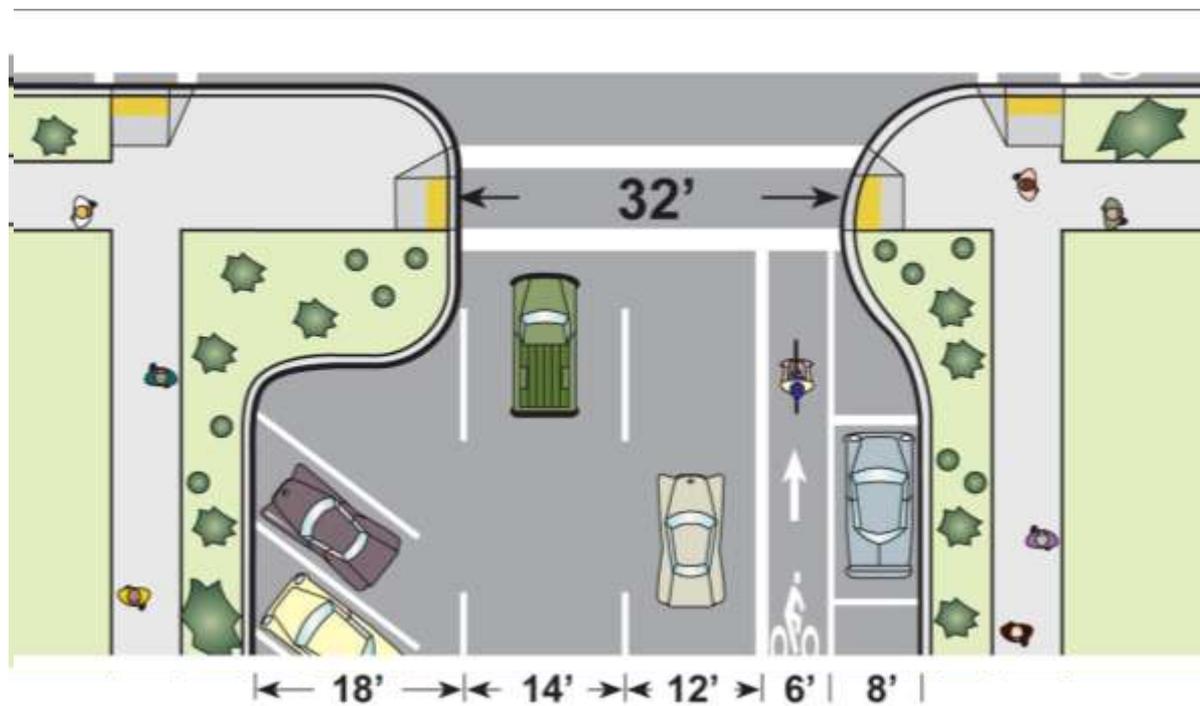
Reduce Crossing Distance

Other advantages:

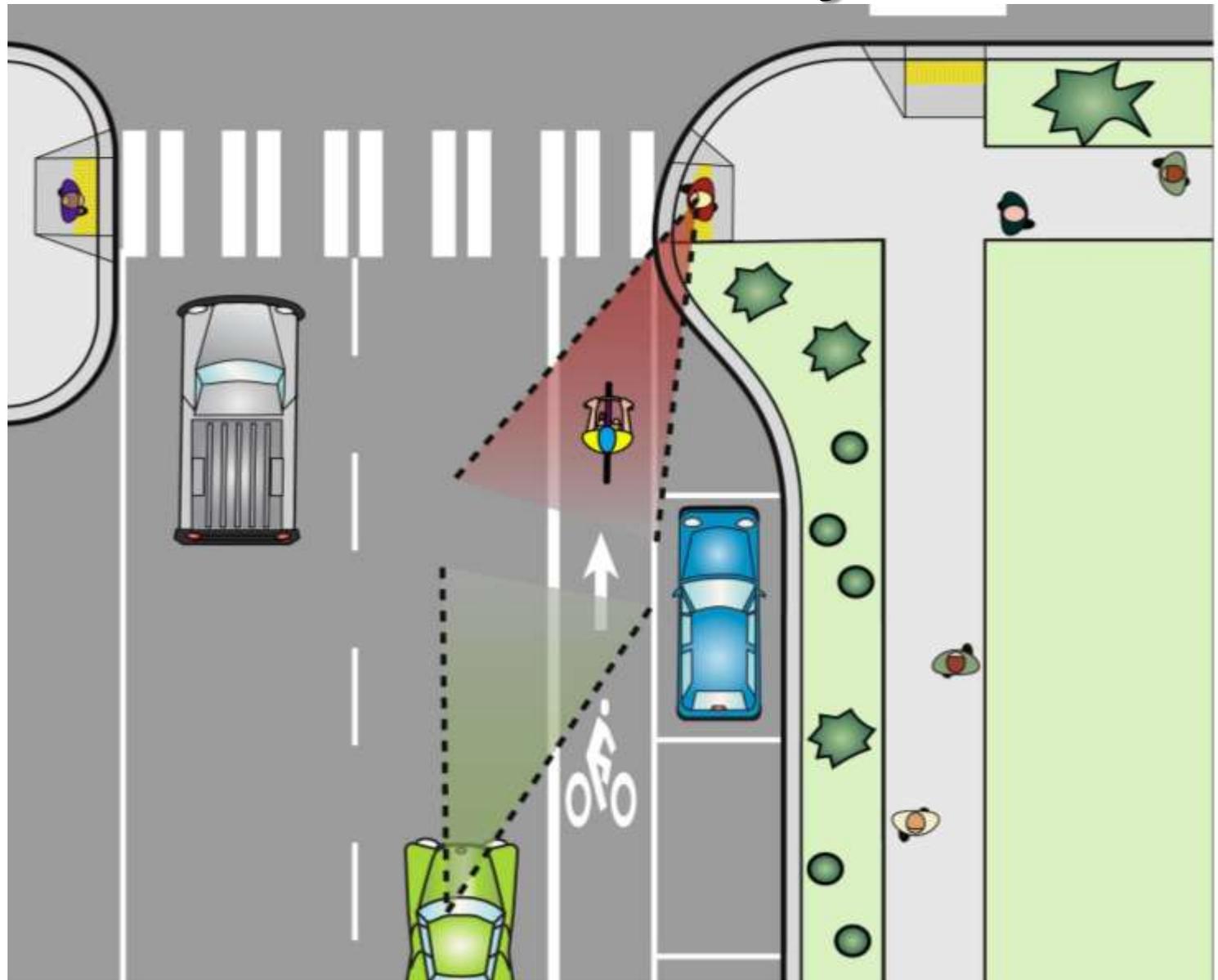
Better visibility between peds and motorists

Traffic calming

Room for street furniture and wider sidewalks



Better Visibility



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4. Hardy to Hoolako St.



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4. Hardy to Hoolako St. (continued)



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Rice Street Concept

4. Hardy to Hoolako St. (continued)



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Rice Street Concept

4. Hardy to Hoolako St. (continued)



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Rice Street Concept

Rice St. at Ha Coffee



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What's next?

- Develop short-term striping plan based on concept
- Secure Council approvals for short-term plan
- Construct short-term improvements (2015)
- Plan, design and construct long-term improvements through State Transportation Improvement Program (STIP) and/or other funding sources

Questions? Comments?



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